



CITY OF KIRKLAND

Department of Public Works

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www.kirklandwa.gov

MEMORANDUM

To: David Barnes, Associate Planner

From: Thang Nguyen, Transportation Engineer

Date: April 11, 2016

Subject: Jefferson House Memory Care Development Traffic Impact Review, SUB16-00050

This memo summarizes my review of the traffic report dated January 26, 2016 *Jefferson House Memory Care Facility Traffic Report*, submitted by JTE Inc. My findings and recommendations are summarized below followed by my review comments on the traffic impacts documented in the traffic report.

Staff Findings

The applicant have provided a traffic impact analysis report that met the City's requirements. The proposed project will not create off-site transportation impacts that warrant SEPA mitigation.

The proposed project passed traffic concurrency. Therefore, no off-site concurrency mitigation is required. The required transportation impact fee is adequate to mitigate the project's traffic impacts.

Staff Recommendations

SEPA Mitigation:

Staff recommends approval the proposed project. SEPA mitigation is not warranted because the project will not create significant off-site traffic impacts.

Public Works Conditions:

- The applicant shall maintain a valid concurrency test notice until a concurrency certificate is issued with the building permit (BMU16-01242). An extension of the concurrency test notice may be requested prior to the December 17, 2016.
- Pay Traffic Impact Fee prior to issuance of the building permit (BMU16-01242).
- Maintain 280 feet of sight distance at the project driveway.
- On-street parking shall be restricted within 30 feet on west side of the project driveway and between the development driveway and the adjacent driveway to the east.
 - Paint 30 feet of the curb on the west side of the driveway red and paint the all of the curb between the development driveway and

the adjacent driveway to the east red to restrict on-street parking prior to the occupancy of the building.

- Provide a minimum of 47 parking spaces. All employee parking shall be provided on-site.

Project Description

The applicant proposed to construct a three-story 70,897 square foot assisted living building with 60 dwelling units to accommodate 80 residents. Approximately 46,289 square feet of the building will provide living area, work space and ancillary space. The rest of the building will be for a parking garage. The development will provide 64 parking spaces (30 spaces within a parking garage and 34 spaces will be surface parking).

The project is located at 12215 Northeast 128th Street. The assisted living will have 30 to 40 employees with a maximum employee count of approximately 20 at any given time. The facility is a memory care facility therefore, it is not anticipated that any resident will own or drive a car. All vehicle trips will be made by employees, visitors and service personnel.

One driveway from NE 128th Street will provide access into the site. The proposed project is anticipated to be built and fully occupied by the end of 2020. Based on the ITE land use 254 (Assisted Living) trip generate rate per occupied bed, the project is forecasted to generate 219 daily trips and 18 net new PM peak hour trips and 11 net new AM peak hour trips.

Traffic Concurrency

Developments are tested for traffic concurrency for the weekday PM peak hour. The proposed project passed traffic concurrency. Per *Section 25.10.020 Procedures* of the KMC, this Concurrency Test Notice expires within one year of the concurrency test notice (December 17, 2016) unless a development permit and certificate of concurrency are issued or an extension is granted. It is the responsibility of the applicant to maintain a valid concurrency test notice until a concurrency certificate is issued with the land use or building permit. The City will not provide notification on the expiration of the concurrency test notice.

Concurrency Appeal

The concurrency test notice may be appealed by the public or by an agency with jurisdiction. The concurrency test notice is subject to an appeal until the SEPA review process is complete and the appeal deadline has passed. Concurrency appeals are heard before the Hearing Examiner along with any applicable SEPA appeal. For more information, refer to the Kirkland Municipal Code, Title 25.

Traffic Impacts

The scope of the traffic report was completed in accordance to the City of Kirkland TIA guidelines.

The citywide trip distribution was determined by using the Bellevue-Kirkland-Redmond (BKR) traffic model.

The City's Traffic Impact Analysis Guidelines (TIAG) requires a level of service (LOS) analysis for intersections that have a proportionate share equal or greater than 1% as calculated using the method described in the TIAG.

Based on the proportional share calculations, the intersection of NE 128th Street/120th Avenue NE is the only intersection that had more than 1% proportional impact; thus, requiring a PM peak hour level of service analysis.

Traffic Mitigation Threshold

The City requires developers to mitigate traffic impacts when one of the following two conditions is met:

1. An intersection level of service is at E and the project has a proportional share of 15% or more at the intersection.
2. An intersection level of service is at F and the project has a proportional share of 5% or more at the intersection.

Off-site and Driveway Operation Traffic Impacts

Based on the level of service analysis, the intersection of NE 128th Street/120th Avenue NE will operate at LOS-D in 2020 with the proposed project traffic. LOS-D does not trigger traffic mitigation.

The driveway is calculated to operate at LOS-C. Thus, no mitigation is warranted.

Traffic Safety

Based on WSDOT collision data, there have been few crashes near the project site in the past three years. None of the locations analyzed are on the City of Kirkland's High Accident Location list. There are no sight line restrictions or speeding problems on NE 128th Street. It is not anticipated that the proposed project would increase the number of crashes on NE 128th Street. Therefore, SEPA mitigation for traffic safety is not warranted.

Driveway & Sight Distance

The proposed project driveway location meets the Public Works Pre-Approved Plan policies R13 (Intersection Sight Distance). Policy R-13 requires the project driveway to have a sight distance of 280 feet at the driveway. The measured sight distance for the project driveway is 400 feet to the west and 450 feet to the north. The proposed driveway's sight distances exceed the City's standard; therefore, no mitigation is required. The property owner must maintain the recommended safe sight distance at all times. Monuments, signs, fixed structures and landscaping may not obstruct sight distance at the driveway. On-street parking should be restricted within 30 feet on both sides of the project driveway to maintain the recommended sight distance. Therefore, 30 feet of the curb on the west side of the driveway and all of the curb between the

development driveway and the adjacent driveway to the east shall be painted red to restrict on-street parking prior to the occupancy of the building.

Parking

Based on the Institute of Transportation Engineers (ITE) parking data, assisted living use has parking demands ranging from 0.22 to 0.76 parking spaces per dwelling unit. Using the ITE peak parking demand rate of 0.76 parking spaces per unit, the proposed development will require a minimum of 47 parking spaces. The proposed development will provide 64 parking spaces. The calculated parking supply rate for the proposed project is 1.07 (64 spaces / 60 dwelling units) spaces per dwelling unit. The proposed parking supply is more than the parking demand calculated using the ITE peak parking rate. Since the proposed facility will serve individuals with Alzheimer it is anticipated that residents will not drive or own a vehicle; thus, parking for the residences are not needed. The parking provided will be for facility staff and visitors. I believes that the proposed supply is adequate for staff and visitors. All employee parking shall be provided on-site.

Transportation Impact Fee

Per City's Ordinance 3685, Transportation Impact Fees are required for all developments and is calculated based on the most updated Transportation Impact Fee Schedule, January 1, 2016. Transportation impact fees are used to construct transportation capacity improvements throughout the City to help the City maintain traffic concurrency. The impact fee is imposed to mitigate new trips generated by new developments.

The impact fee rate for assisted living is \$573 per dwelling unit. The development will provide 60 dwelling units. The calculated total transportation impact fee is \$34,380 (\$573 x 60 units). Final transportation impact fees will be determined and collected prior to issuance of the building permit (BMU16-01242) for the proposed development.

cc: John Burkhalter, Senior Development Engineer
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